

NORTH CAROLINA WING CIVIL AIR PATROL US AIR FORCE AUXILIARY

Carolina WingSpan

JUNE 2007



Middle East Region Staff College Graduates 22 Students.

Westminster, MD – 22 Officers graduated from the Middle East Region Staff College on Saturday morning, June 9, 2007. The college was conducted at McDaniel College in Westminster, MD the week of 3-9 June 2007. Students came from every Wing in the Middle East Region: Delaware, Maryland, Washington, D.C., West Virginia, Virginia, North Carolina, and South Carolina. One student from New Jersey also attended.

Region Staff College is a week long in-residence school that provides training and experience for officers as they prepare for leadership roles at the Group, Wing, and Regions level. The Middle East Region Staff College adopted a very "hands on" approach to learning. The students participate in a very demanding realistic environment that involves leadership, management, accountability, communication, logical and critical thinking, document development and writing, decision-making, public speaking, representing the group and many other items. One of the primary goals is to increase the professionalism of our officers.

The staff for the school included officers from Maryland, Washington D.C., and North and South Carolina as well as two USAF Reservists from the MELR CAP-USAF Detachment. They spent many hours preparing the program leading up to the school and guided the students through an intense but rewarding experience.

Graduates at this year's school include:

Lt Col Wes LaPre, Maryland Capt Scott Harris, Maryland
Maj Paul Blechinger, Maryland Capt John Kay, North Carolina
Maj Paul Cianciolo, National Capitol Capt Neil Lown, South Carolina
Maj James Covell, Virginia Capt Jeffery Morris, National Capitol
Maj Patricia Filipiak, Maryland Capt Larry Nelson, South Carolina
Maj John Mariakis, Maryland Capt David Oldham, North Carolina
Maj Paul Marsteller, South Carolina Capt Kathleen Palace, Maryland
Maj Robert Mills, West Virginia Capt Mark Piersall, Maryland
Maj George Murray, Maryland Capt Jeffery Thomas, Maryland
Maj Robert Turner, Delaware SM Stuart Prettel, South Carolina
Maj Steve Tracy, New Jersey Capt James Williams, North Carolina

Continued ...

Staff:

Lt Col John Knowles, Maryland Wing – Director
 Lt Col Roy Douglass, North Carolina – Deputy Director
 Lt Col Eric Haertel, Maryland – Commandant of Students
 Lt Col Nancy Gleaton, South Carolina – Tasking/Protocol Officer
 Maj Floyd McGurk, South Carolina – Curriculum Coordinator (Reports)
 Capt Tim Gleaton, South Carolina – Curriculum Coordinator
 Capt Jan Gregory, National Capitol – Finance
 Capt Paul Meade, North Carolina – Curriculum Coordinator (Grading)
 Capt Tommy Timberlake, South Carolina – Logistics
 Maj Eunice Ciskowski, USAFR – Support/Liaison
 Capt Todd Hulse, USAFR – Support/Liaison

Graduation was conducted by Lt Col John Knowles, MERSC Director, and Lt Col Roy Douglass, MERSC Deputy Director at Hill Hall. Next year's school is already being planned and will occur in the early part of June 2008.

JOHN M. KNOWLES, Lt Col, CAP

Vice Commander, Maryland Wing

Director, Middle East Region Staff College



This issue contains:

MER Staff College	1
NCWG Staff Notes	3
Muscle Cream Causes Teen's Death	4
Carolina Wingtips	5
AE News	7
ARCHER Training	9
Lake Patrols Resume	9
Safety Corner	10
Squadron Command Change	13
New Bloodborne Pathogen Instructors	13
Emergency Services RWI SAREX.....	14
Why Some Highs Are Bad News	16
Expired GPS (Over The Airwaves)	17
CAP/CGAUX Joint Mission	18
NTSB Reports from NC	19
CAP Media Policy	20
Editor's Note	21
Cadet Honor Roll	22
PAO Notes	23
Additional RWI SAREX Photos	24



Don't do nothing stupid

NCWG Staff Notes

I would like to personally thank every member of this wing with whom I have had contact with this past year in my capacity as NC Wing Director of Finance. The past twelve months have seen many changes. Our biggest task was consolidating Unit funds under the Wing Banker Solution. As I said to many of you face to face, it is always hard trusting someone when they are asking to handle your money.

Without exception, every person that I dealt with communicated with me sincerely and respected my duty to the Wing, regardless of whether or not they agreed with the program. As a result, NC Wing had 100% compliance with the Wing Banker Solution within nine months of our verbally committing to it.

I have a special thank you to Kathy Gaddy for her extra efforts in learning a new system and taking on the added workload of the consolidated finances. I'm sure that everyone will continue to give her your support and understanding.

I Love CAP and especially the North Carolina Wing. I will remain an active member in the South Piedmont squadron, but due to increased business obligations I must step down from Wing office, for now.

Rich London, Major, CAP
NC Wing Director of Finance

My congratulations and sincere appreciation goes out to Lt Col Stan Ingram. Lt Col Ingram has always been a dedicated CAP volunteer and is doing this Wing a tremendous service by stepping forward to fill this need at this time. As I have said before, this Wing cannot function without a Wing Finance Officer. Please join me in thanking and congratulating Lt Col Ingram on his new appointment as NC Wing Finance Officer. The Command staff and the Wing Finance Committee look forward to Lt Col Ingram's leadership in this critical area.

Larry J. Ragland, Colonel, CAP
NC Wing Commander

The Air Force Rescue Coordination Center/National Search and Rescue School staff will be conducting a Search Management Course 20-22 July 2007 at Wing Headquarters. Attendance will be limited to a total of 30 seats. First priority will be for Incident Commanders, followed by Section Chiefs and Branch Directors (fully qualified and trainees). If there are seats available after all personnel in the prior listed categories have been selected, the course will be opened up to members outside the wing. Further details will be provided as to registration procedures in the next few weeks. If you are qualified in one of the categories listed above and desire to attend this course - mark your calendars for this course.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing

It is with mixed feelings that I announce my resignation from the Wing DAE position effective June 30, 2007. I have really enjoyed the job of helping to promote the AE mission in the Wing but I have run my course and must devote attention to another mission of eternal proportions.

So now is the time for one of you to step up and bring some fresh ideas forward. I encourage you to check out what CAPR 20-1 has to say about the job, review the material under the Wings website document library and contact Col Douglass if it sparks your interest.

Thank you to all who have assisted and contributed their time and efforts in support of the Wings AE Mission during my service as DAE.

Major Richard Harkness

Any member who is interested in filling this AE duty position should review the responsibilities of the AE Officer listed in CAPR 20-1, and also review CAPP 215, AEO Specialty Track Study Guide. After reviewing these references, please contact me at 919-643-1509, or reply to this e-mail for further information and discussion.

Roy Douglass, Lt Col, CAP
NC Wing Chief of Staff

Muscle cream caused NYC teen's death

Sat Jun 9, 7:07 PM ET

NEW YORK - A medical examiner blamed a 17-year-old track star's death on the use of too much anti-inflammatory muscle cream, the kind used to soothe aching legs after exercise.

Arielle Newman, a cross-country runner at Notre Dame Academy on Staten Island, died after her body absorbed high levels of methyl salicylate, an anti-inflammatory found in sports creams such as Bengay and Icy Hot, the New York City medical examiner said Friday.

The medical examiner's spokeswoman, Ellen Borakove, said the teen used "topical medication to excess." She said it was the first time that her office had reported a death from using a sports cream.

In addition to spreading the muscle cream on her legs between track meets, Newman was using adhesive pads containing the anti-inflammatory, plus an unspecified third product containing the chemical, Borakove said. The products were used and the chemical absorbed over time, she said.

Newman, who garnered numerous track awards, died April 3. She had gone to a party the night before, then returned home and spent hours talking with her mother.

Methyl salicylate poisoning is unusual, and deaths from high levels of the chemical are rare.

"Chronic use is more dangerous than one-time use," Edward Arsura, chairman of medicine at Richmond University Medical Center, told the Staten Island Advance on Friday. "Exercise and heat can accentuate absorption."

Dr. Ronald Grelsamer, of Mount Sinai Medical Center, said Newman had a very abnormal amount of methyl salicylate in her body.

"She either lathered herself with it, or used way too much, or she used a normal amount and an abnormal percentage was absorbed into her body," he said.

Her mother, Alice Newman, said she still couldn't believe her daughter's death was caused by a sports cream.

"I am scrupulous about my children's health," she told the Advance. "I did not think an over-the-counter product could be unsafe."

Johnson & Johnson, the makers of Bengay, expressed sympathy for the family and reminded consumers about "the importance of reading the label on this and all over-the-counter medicines to ensure safe and proper use," in a statement released Saturday.

The label on Ultra Strength Bengay says the product should be applied no more than three or four times daily and consumers should stop and see a doctor if the condition worsens or symptoms persist for more than a week, spokeswoman Meghan Marschall said.



Carolina Wingtips

New NCWG Website Moving Toward Completion

Lt. Col Dave Crawford has been spending untold hours preparing a new wing website. After a very successful move of the website to the new server, work began immediately on the creation of a new look for North Carolina.

According to Lt. Col Crawford, the new site is using the basic layout of the Maryland Wing website but with some significant changes. Visit: <http://www.ncwg.cap.gov/newsite/>



New Spaatz Cadet!

I have just learned this great news. Congratulations to C/Colonel Jonathan M. Lewis of the Fayetteville Composite Squadron on successfully completing his Spaatz Exam this past Friday. This is a great accomplishment for this cadet. I hope others will join me in wishing this young man the very best in whatever he does in the future. NC Wing is very proud of our newest Spaatz cadet and the Fayetteville Composite Squadron.

Way to go C/Colonel Lewis.

Larry J. Ragland, Colonel, CAP

NC Wing Commander

Duty Performance Promotions

Unit Commanders,

It has come to my attention that there are many of our members who qualify for duty performance promotions, but they are not being initiated by the Unit Commanders or Admin Officers. It is vitally important in a volunteer organization that our members are recognized for their efforts. One small form of recognition is promotions. Please take the time to look over your membership lists and think about initiating Duty Performance promotions for your hard working members. Duty Performance promotions are so easy to do now, and can be accomplished so quickly. I hope ALL NC Wing Unit Commanders will move quickly to reward those members that are truly helping your squadron accomplish our missions for America. These members depend on you to do this. Don't disappoint them and get them discouraged because you just didn't take the time to recognize these important milestones.

Please take action.

Thank you,

Larry J. Ragland, Col, CAP

NC Wing Commander

Message to MER Staff College Graduates

Let me add my congratulations for these graduates. They have committed themselves with training that will be invaluable throughout the rest of their CAP career. We should all be very pleased to have such dedicated members in NC Wing.

Larry J. Ragland, Colonel, CAP

NC Wing Commander

Carolina Wingtips

Thanks to Maj Fred Eldredge, one of our NC-160 cadets who captured this image of Cape Lookout light during orientation flights in May.

That's another reason why we fly!

Mary Anne Fleagle, Capt., CAP
Cunningham Field Composite Squadron
MCAS Cherry Point



Report FSS Problems

AOPA is asking pilots to continue reporting their experiences with Lockheed Martin's Flight Service Station (FSS) system, noting that the this feedback provides an important cross-check on the data supplied by Lockheed to the FAA and other overseers. "On a day when Lockheed Martin reported that the longest hold time for the entire system was four minutes, we had a member report of a 20-minute hold," [said AOPA President Phil Boyer](#). "And their system averages seem to be much better than what our members say are their real-time experiences. We encouraged the [Department of Transportation Office of Inspector General] to resolve that apparent discrepancy." Boyer said the OIG will receive a copy of every complaint that pilots send to AOPA

Cherry Point Cadet to Attend VMI

Cunningham Field Composite Squadron (MCAS Cherry Point) is proud to announce that 2nd Lt Zachariah Kier, our Cadet Commander, has received a full scholarship to Virginia Military Institute. Lt Kier will be attending VMI on an Army ROTC scholarship. Lt. Kier has been Cadet Commander of NC-160 for 18 months, and received the Mitchell Award 20 Feb 2007. A home school graduate, Kier simultaneously completed his senior year of high school while attending Craven Community College for the freshman year. Lt Kier has been a member of Civil Air Patrol since 2005.

Mary Anne Fleagle, Capt., CAP
Cunningham Field Composite Squadron
MCAS Cherry Point

Cadet Airman School

Golden Eagle Composite Squadron will be conducting a Cadet Airman School on 13, 14 and 15 July at Camp Cabarrus. Any cadet interested in attending or any cadet or senior member wishing to assist as staff should submit a CAPF 31 (photo not required) with a check for fifteen dollars (\$15.00) payable to "Civil Air Patrol" to Golden Eagle Composite Squadron, Civil Air Patrol, P.O. Box 387, Mt Pleasant, NC 28124-0387.

The \$15.00 is to cover the use of the facilities and three meals Saturday and two meals Sunday. A list of necessary supplies and a map to the location will be sent when we receive your application. So that we may get this information to those interested in time, we will not accept applications after 9 July 2007.

Lt Col Robert M Fox, CAP - CC
Golden Eagle Comp Sq NC142

AE Day 2007 completed from the Appalachians to the Atlantic !

Even though the Asheville composite squadrons plans were interrupted by the weather and their support for crash site security , Lt Col Courtney has every intention of completing their well planned AE Day activities real soon.

The weather also scrubbed Oflight activity at the Wing HQ AE Day but didnt stop over 22 Rocket launches from escaping earths gravity at the Johnson Spaceport ! Over 22 cadets supported by 27 officers, one AEM and one parent spent the day in and out of the rain , completing a day full of rocketry and GPS navigation in support of the AE mission under the supervision of some of the finest rocketeers I know.

Cadets Caleb Bartel, Jacob Pennisi, Jonathan Bartel, Lincoln Evrard, Kyle Zobel ,Brandyn McMahan and Jalon Bivens all were recipients of Rocketeer Awards for their launch performance with the Golden Eagles taking the top Navstar award for their hunting abilities with a GPS.

My *AE preciation* to C/1Lt Evrard and C/Capt Eng for their leadership and duty performance at this activity. Special thanks to Capt Wishnietsky , Capt Mann, Major Johnson , Capt Williams , Capt Sedberry , SM Golick, Lt Tuttle and Major Therriault for their professionalism and extra effort . As a special bonus , those in attendance were treated to a display of Lt Brandts model rockets on a grand scale and Capt Shugart patch and uniform roadshow of international proportions.

The success of these activities doesn't just happen and thanks to LtCol Roy Douglass, Capt McCollum, Lt Savoy, Capt Oldham, Major Mickelson and LtCol Hawke for their planning and support.

The Cunningham Field Composite Squadron and members from Coastal Patrol Base 21 pitched their Rocket camp at MCAS Cherry Point next to some of Americas finest display of aviation machines for a 3 day deployment of recruiting and show of support for the airshow. Well done to the cadets in the unit for their efforts and to the AE Officers Capt Mary Anne Fleagle and Capt Linda Eldredge for their enthusiasm and leadership.

My prayers were answered with the display of professionalism, safety and fun that marked the 2007 AE Day activities .I thank all the officers and cadets for their help in making this another NC Wing AE Adventure !

Major RichardHarkness
DAE

AE Day at Cherry Point

Senior members and cadets from Cunningham Composite Squadron, and Senior Members of Coastal Patrol Base 21, set up and manned a 2-day static display aboard MCAS Cherry Point for the 60th anniversary celebration of the Air Station. Both squadrons participated in the Wing- wide AE Day by displaying a variety of rockets and launchers in the command tent, and giving quick "lessons" in model rocketry to the many who passed through the display on their way to other events.

While visiting one of the "warbird" displays, the cadets and seniors discovered a fellow CAP member from Virginia who just happened to be one of the few pilots checked out in the B25 bomber. Capt Keith Mattos of the Richmond, Va. squadron, gave cadets and seniors the "tour" of the plane, along with some of her history. Capt. Mattos will be conducting a flight clinic at Ft. Pickett Flight Academy during the summer. Also with the crew was BGen. G.L. Bartlett, one of the original" Flying Sgts." before his commission.

Once again, the Air Show presented a great opportunity to present the many facets of CAP to the local community.

Submitted by: Capt. Linda Eldredge, CPB21

Photos on following page ...



The following are photos from the May 4-6 Ar Show at MCAS Cherry Point, NC. The show was actually cancelled on day 3 due to high winds. The photos are: (Top Left) Maj Eldredge and Capt. Keith Mattos, one of the pilots of the B-25 "Panchito", from VA 060, Richmond, Va. CAP Sq. (Top Right) Cockpit of said bomber, (Bottom Left) static display of 916CP and CAP van. (Bottom Right) Cunningham squadron cadets and Capt. MMary Anne Fleagle display bottle rockets and wind tunnel for AE Day. (L-R) Cadet 2Lt. Z. Kiers, Cadets AB Tabitha and Jason Tubbs, Capt. Fleagle and Cadet AIC B. Fifer.

EDITOR'S NOTE: Please submit articles and photos per the directions given at the NCWG Paperless Wing, PAO Corner. Text should be submitted as an MS Word attachment. Photos may be in JPEG or TIF format.

Please send to: carolina.wingspan@gmail.com

NC Wing members get ARCHER training

In early April, Civil Air Patrol members from around Middle East Region deployed to Richmond, VA to participate in a multi-agency combined Satellite Digital Imaging System (SDIS) and Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance (ARCHER) exercise. The exercise was hosted by the Virginia Wing, and operations were conducted from Virginia Wing HQ at Chesterfield Airport near Richmond. Working closely with experts from several agencies, the Civil Air Patrol National Technology Center and the Virginia Department of Emergency Management (VA DEM), the CAP aircrews flew a series of mission profiles along the Potomac River in Virginia.

The purpose of the exercise was to develop and validate techniques for the use of the SDIS and ARCHER systems in pre- and post- damage assessment. Throughout the exercise, images from both SDIS and ARCHER were analyzed by CAP and the agency representatives. Agency representatives manned the Virginia Emergency Operations Center during the exercise and provided imagery to members of VA DEM.

The 2 ARCHER equipped GA-8 Airvans assigned to Middle East Region were utilized for this exercise along with a C-182T NAV III SDIS aircraft from National Capital Wing. CAP members from National Headquarters, Middle East Region, Virginia Wing, North Carolina Wing and South Carolina Wing participated during the successful 3 day exercise.

Participating from NC were Lt Col Dominic Strug, GA-8 mission pilot; Lt Col David Crawford and Capt Dion Viventi, ARCHER operators.



L - R: Capt. Dion Viventi, Lt. Col. David Crawford



Lt. Col. Dominic Strug preflights GA-8 Airvan

CAP Resumes Patrols of Raleigh Area Lakes

RALEIGH, NC – The North Carolina Wing of the Civil Air Patrol resumes patrols of area lakes this weekend. “Lake Patrols” are safety missions provided by the Civil Air Patrol as a public service to citizens using Falls Lake, Lake Wheeler, Shearon Harris Lake and Jordan Lake between Memorial Day and Labor Day.

Flown throughout the summer on weekends and holidays, “Lake Patrols” provide late afternoon “fly-over” visual observations of these lakes in an effort to locate recreational boaters or others who may be stranded or otherwise in need of emergency services. Civil Air Patrol aircrews will contact the appropriate emergency services and keep the watercraft in sight while emergency crews are directed to the proper location. Mission base for the “Lake Patrols” is the Raleigh-Wake Squadron Headquarters located at the Raleigh-Durham Airport General Aviation Terminal.

Maj. John Maxfield, Mission Information Officer

Summer Flying in North Carolina....The 3 H's

1. Haze

Haze occurs when a large, stalled high pressure system creates a temperature inversion that traps pollutants and other airborne particulate beneath it. Visibilities can drop to IFR levels after a few days of dense haze, and change will come only when one of those fast-moving cold fronts blasts through and washes the air clean.

Poor visibility

Combine escalating surface temperatures with the lethargy of haze-producing highs and you'll see that the top of a haze layer rises with each passing day. Ultimately — just before the high breaks down — haze layer tops can reach to 10,000 feet msl or more. Obviously, the safe answer to dealing with dense haze is to file IFR or postpone flying until conditions improve. A VFR climb to VFR-on-top conditions will not only be illegal, it could also take a long time (remember density altitude effects performance) and leave you exposed to traffic conflicts at a time when your forward visibility is practically nil.

Combined with low Sun angle in early morning and late evening hours even marginal VFR can be difficult. This situation intensifies glare and makes it virtually impossible to see forward into the windscreen when heading toward the sun.

Reduced visibility increases the risk of not seeing obstructions even more.

Increased Chance of collision

In hazy weather, a condition called empty field myopia occurs, in which the eyes tend to focus at a distance of about 10 to 30 feet. Certain lighting conditions also make it difficult to see other aircraft. Most importantly, if you're on a collision course with another aircraft, there is no relative motion and you are much less likely to see it. Other techniques can help overcome these problems. By looking at the ground periodically, especially in hazy conditions, you can force your eyes to focus at a greater distance. If a controller points out traffic at a distance of 3 miles, you can look at the ground 3 miles away to help pre-focus your eyes at that distance.

Midair collision accident statistics reveal that 60 to 70 percent of all midair collisions occur below 3,000 feet and within five miles of an airport. More than half of all midair collisions occur at or below 1,000 feet AGL, usually in or near the traffic pattern. Of these, only 2 percent happen on downwind, with about 18 percent occurring on base, and by far, the greatest number, 80 percent, occurs on final. Clearly, as you turn base and final at our destination, the sky is anything but big. Statistics also indicate that of the mid-air collisions that do occur in the pattern, 78 percent happen at non-towered airports

2. Heat

Heat affects pilots in several ways. An aircraft parked on the ramp without sun shields can get extremely hot inside. How many of you have popped on a headset only to realize that the black plastic-covered earpieces were broiling hot? Have you ever opened up an airplane and seen it so hot inside that it would take your breath away?

Effects of heat on the pilot

Heat can also induce dehydration. The pilot and any passengers can dehydrate while flying in hot weather. Take water with you when you fly any time of the year, but more so in the summer months.





The heat and humidity can make you and your passengers uncomfortable by several means. Getting hot air out of the aircraft and cool air into the aircraft isn't all that easy. Older Cessna's are notorious for their orange juice can air vents. Airflow through the aircraft is limited to air vents in the wing roots and panel mounted airflow control. At lower speeds, windows may be opened to help with temperature control. Heat can also produce turbulence in the air. Flying while hot and sweaty is only made better by being able to enjoy every bounce and bump in the sky.

Effects of heat on the aircraft

Temperature affects aircraft performance, too. Just as the heat makes the pilot and crew uncomfortable, it can also annoy the aircraft. High heat and humidity can increase the density altitude. An airplane's performance is based on density altitude.

High Density Altitude makes apparent altitude greater than the real altitude. As a rule of thumb, you can add 120 feet of altitude for every 1 degree (Centigrade) of temperature above the standard temperature of 15 degrees. For example, if the AWOS or a METAR reports the temperature and dew point as:

KJBN 290001Z AUTO 00000KT 10SM CLR 33/22 A3008

The approximate density altitude at Jawbone International Airport would be calculated as follows:

$33 - 15 = 18$ (subtracting standard temperature from current temperature)

$18 \times 120 = 2160$ (multiply the resultant time 120)

2160 would be the approximate density altitude

If ASOS or AWOS is available, you may be able to get an accurate density altitude just by turning on your aircraft radio and listening in.

Other effects of heat and temperature include loss of engine power, less thrust, and decreased lift. This will cause lengthen takeoff runs, lower rates of climb, and altered fuel burn rates.

3. Humidity

Sitting in a hot airplane on the tarmac waiting for your turn to take off can take a lot of the fun out of flying. Since most, smaller GA aircraft are not equipped with air conditioning, only way to lessen the effects of heat and humidity is to climb to cooler air.

When the humidity is high much of the heat lost is countered by an almost equal heat gain. Thus the cooling of the body is minimal, leading to overheating. Overheating can cause discomfort at the very least and death at the very worst. Dehydration depletes the body of water needed for sweating and thickens the blood, requiring more pressure to pump it through the body. Research on the effects of heat and humidity on humans has shown the severity of heat disorders increases with age. Conditions which cause heat cramps in a 16-year old may cause heat exhaustion in a 40-year old and heat stroke in someone over 60.

The Heat Index

The Heat Index is a measure of thermal discomfort. Strong sunshine can increase the Heat Index value by up to 15 F. And when the air is very hot, strong winds can actually increase the body temperature rather than cool it.

The relationship between the Heat Index and heat disorders can be summarized as:

Heat Index	Health Effects
80 - 90 °F	Fatigue possible with prolonged exposure and/or physical activity.
90 -105 °F	Heat cramps and heat exhaustion possible with prolonged exposure and/or physical activity.
105 -130 °F	Heat cramps or heat exhaustion likely and heatstroke possible with prolonged exposure and/or physical activity.
130 °F or higher	Heat stroke highly likely with continued exposure.

Dealing with Summer Heat

- Avoid excess activity during periods of hot temperatures and high humidity.
- Drink plenty of fluids and replace lost electrolytes (potassium, sodium, chloride, etc.) with foods or supplements.
- Avoid the direct sun.
- Avoid sunburn: the skin cannot loose heat effectively when burned.
- Wear loose-fitting clothing.
- Eat “light” foods such as fruit and vegetables and avoid heavy foods such as proteins which increase body heat.
- Give the body time to adjust to warmer temperatures during the first hot days.
- If necessary, seek areas with cooler temperatures: air-conditioned buildings, forests, lake or sea shores.

Stay Safe, Watch your Six, and Don't Do Nothing Stupid.....

Capt. Dan McCollum
NCWG Safety Officer



Squadron changes command

Cape Fear Composite Squadron Cadets Under New Leadership

Wilmington, NC — Robert Dahms of the Cape Fear Composite Squadron has recently been installed as the new Cadet Commander during a squadron meeting on Thursday, April 26, 2007. During the change of command ceremony the current cadet commander, c/2Lt Melody Brittingham, relinquished command and c/SSgt Dahms accepted command. Salutes were exchanged and the squadron guidon was passed on as the squadron commander, Major Michael Starr looked on. Cadets, senior members, the Group 3 Commander, Lt Col Gerald West, family and friends were all present for this important ceremony. “We’ve watched his growth over the years and are proud of the many achievements he has made which have brought him to this point of his CAP service,” commented Major Starr.

C/SSgt Dahms joined the Cape Fear Composite Squadron, based out of Wilmington International Airport, in March 2005. He has advanced in rank to staff sergeant earning additional recognition along the way. He received a Commander’s Commendation for his work in Safety both locally and at state level in 2006, a first for a CAP cadet. He is certified in Basic First Aid, CPR, Bloodborne Pathogens, Advanced Radio Communications, Urban Direction Finding Team, Ground Team 2 Trainee, General Emergency Services, and Colorguard Commander. He currently serves as a mobile base operator to air and ground crews during search and rescue exercises and missions.

Robert is a home-schooled sophomore and is the son of Alanna and Ed Dahms of Wilmington. He enjoys playing electric guitar for his church youth band and a group called “Forever Reign” whenever he is not involved in CAP activities. Cadets participate in a structured program through group and individual activities that include aerospace education, physical training, leadership, and moral/ethical values. The program encompasses 16 achievement levels that include study in these four areas. Cadets earn increased rank, decorations, awards, eligibility for national and international special activities, and an opportunity or flight and academic scholarships. The program aims to produce well-rounded, confident young people equipped to meet the challenges of adulthood.

Capt Elizabeth Butrim, Public Affairs Officer
PAO, Cape Fear Comp. Sqdn.



L-R: Cadet Brittingham, Cadet Dahms

New Bloodborne Pathogen Instructors

Congratulations to the 23 members who completed the Bloodborne Pathogen, Train the Trainers course held at Wing Headquarters last Saturday. These members can now teach the Bloodborne Pathogen course. For those of you who need the class or a renewal, please contact one of the following - they are anxious to start teaching.

The new Bloodborne Pathogen instructors are:

1 Lt. Chris Linker 1Lt. Kenneth Bickell
Col. Larry Ragland Maj. David Shuping
Lt. Col. Stan Ingram SM Scott Truax
Lt. Col. Eric Grant Maj. G.R. Lowrance
SM Amie Kaufmann Capt. Clifton Pleasant
Capt. Eileen Kong Maj. Sankey Blanton
Capt. Sal Tripoli 1Lt. Peter Bohler
Capt. Jonathan Wiggs Maj. Craig Richardson
Lt. Col. William Hawke Maj. John Maxfield
SM Michael Arrowood Lt. Col. William Hubbard
SM Dana Glenn Maj. Al Therriault
1Lt. Barry Christian
Lt. Col. Leslie Ingram,
Program Instructor

NC Wing conducts disaster preparation exercise

More than 100 members participate

Rocky Mount, NC – North Carolina Wing ground teams and aircrews assembled at the Rocky Mount-Wilson Airport on June 16-17, 2007 for a search and rescue exercise. Three ground teams, one urban direction finding team and several aircrews began assigned missions at 9:00 a.m. A total of 16 sorties were flown on Saturday and one ground and two aerial photo missions on Sunday. Among the assigned missions were simulated downed aircraft, disaster surveillance and a photo of the Johnston Co. airport, which was requested by the airport authority, according to Incident Commander, Capt. Rob Mason.

“One maintenance issue, threatening weather and low ceilings in the western part of the state prevented four of the nine wing aircraft from participating,” Mason said.

“103 members participated in the exercise, including Wing Commander, Col. Larry Ragland and Wing Vice Commander, Lt. Col Wes Surratt,” air boss, Capt. Andy Wiggs said. Wiggs said that some planned missions involved aerial photography of the Morehead City and Ft. Macon area, areas most likely to be affected by hurricane damage.

Experts at the [NOAA Climate Prediction Center](#) are projecting a 75 percent chance that the [Atlantic Hurricane Season](#) will be above normal this year—showing the ongoing active hurricane era remains strong. NOAA forecasters suggest the possibility of 13 – 17 named storms this year. With these numbers in mind CAP will continue to provide its members realistic training missions in preparation for the inevitable.

Capt. Mason said, “In recent years CAP has worked closely with state and local emergency management teams by providing aerial and ground damage assessment.”



Aircrew preflights N6006C. L-R: 1st Lt. John May, Capt. Mary Anne Fleagle, Officer Chris Cody.

Text and photos by 1st. Lt. Don Penven
Mission Information Officer

RWI June SAREX



Capt. Andy Wiggs (L) Begins SAREX briefing while Mission IC Capt. Rob Mason looks on. Seated (R) is Sgt. Randy Dean, USAFR.



Mission briefing



Col. Larry Ragland (R) takes fuel sample while Lt. Col. Bill Hawke finishes aircraft preflight

Air Blocks

Why some highs are bad news

BY THOMAS A. HORNE (From [*AOPA Pilot*](#), August 2003.)

Low pressure bad. High pressure good. Right? Well, not always. Now that we're deep into summer's core heat, it's time to understand that high pressure systems aren't always benign. This is particularly true of a few common types of high pressure that assert themselves this time of year. These are the blocking highs, so called because their size and dynamics prevent the usual west-to-east movement of lows and fronts. The result? Atmospheric stagnation and day after day of reduced visibilities in haze and smog.

Think of high pressure as a large dome of cold, sinking air. As this air descends, it warms as it's compressed by the increased atmospheric pressure in the lower levels of the atmosphere. This warming is responsible for drying out the air and creating the sunny, comparatively cloud-free conditions we all associate with highs. Meanwhile, another sort of warming is generated by the Earth's surface, as those sunny skies let the terrain bake all day and radiate that heat skyward.

Now we have warm air rising from the ground meeting the sinking air from the high. This meeting place can be seen quite distinctly as the top of a well-defined layer of haze. Often, pilot reports will mention the top of the haze layer, and it's nice to know this information — because visibilities in fog, haze, smoke, smog, or smaze (a smoke and haze combination) can drop to IFR levels in that brownish murk down low.

Below that haze and murk layer, there's typically a temperature inversion, meaning that temperatures rise with altitude. This is a stable condition because any heated air parcels attempting to rise don't get very far. Hot air rises, true, but only if the air surrounding it is colder. The inversion traps the hot air below it, caps all the murk below this layer, and explains why highs can cause such lousy flight- and slant-range visibilities. The view straight down may be so-so, but the view ahead — through all those trapped particles — is often like that in a cloud.

When a blocking high sets in, the temperatures, haze, and inversion layers rise — and the visibilities go down — with each passing day. And a truly huge blocking high can last for two weeks.

There are three main types of blocking highs:

The Bermuda High. Everybody's heard of this. This happens when a center of high pressure anchors itself near Bermuda, then sits there, spinning hot, humid air up the eastern half of the United States via the high's counterclockwise wind flow. This gives us south winds from the "back side" of the high — the westernmost half of the system.

The Omega Block. This type of high gets its name from its distinctive shape, as seen on 500-millibar constant pressure charts; this roughly corresponds to the 18,000-foot level, which is a reliable depicter of upper-air dynamics. The shape looks like the Greek letter omega (Ω), and the wind flow around this system enters from the west, then rides the high's margins up and around the northern extension of the "omega."

The Rex Block. This high resembles a large ridge, or a wedge, between two 500-millibar lows. It's named after meteorologist Daniel F. Rex, who identified the phenomenon in 1950. Rex Block airflows run north-south (except for the sharp clockwise bends at the crest of the ridge), and it's this mechanism that prevents the westernmost low from overpowering the ridge and replacing the eastern low.

When any of these blocks take hold, thunderstorms can form at their edges. What usually happens is that the moist, unstable, southerly flows around the back sides of the highs set the stage for the storms, which then make clockwise-moving tracks around their peripheries (again, as depicted on the 500-millibar constant pressure chart). One day storm cells may pop up at the eight o'clock position, the next day they move to the 11 o'clock location, and so on as the storms make their way completely around the block. In some cases the unstable air at the fringes of a blocking high can create a simultaneous arc of thunderstorms in the afternoon hours. Meteorologists call this phenomenon the "ring of fire," because of the storms' circular tracks and patterns.

This is one more reason to sit up and take notice when forecasters call for extended periods of high pressure. Haze and high density altitudes are one thing. Stumbling out of a massive high into a line of thunderstorms is quite another.

Expired GPS database leads to deadly collision.

From “Over The Airwaves,” 1-2006

It was beautiful sunny day at the Chautauqua County Dunkirk, NY Airport (DKK). A twin engine Aerostar piloted by a local Catholic priest was making all the necessary radio calls as he entered the downwind leg for landing into the wind on runway 15. At the same time, an Ohio-based pilot flying a Piper Malibu turbo conversion was setting up for a straight-in approach to Dunkirk's intersecting runway 6.

The Malibu pilot, too, was making all of the necessary radio calls . . . except nobody was hearing him. It seems that his expired GPS database offered up a DKK CTAF frequency that had been changed nearly two years earlier! Had he had a current database or had he checked a current sectional he would have, of course, noted the correct frequency.

The First Link in the Accident Chain . . .

FAR 91. 103 requires that we pilots have ***ALL AVAILABLE INFORMATION*** before commencing flight. This includes all necessary information regarding our destination and all possible alternate airports along the way. Runway lengths and local CTAF frequencies are included in this requirement.

The Second Link in the Accident Chain

Today's airplanes TAA (technically advanced aircraft) aircraft contain more electronic navigational and situational awareness equipment than the first series of space shuttles. The **ONLY** thing the pilot must do, other than learning how to operate this stuff, is insure that the data cards are updated on a regularly scheduled basis. Remember the old computer adage: “Garbage in, garbage out!” You **MUST** have current database to use it!

The Third Link in the Accident Chain

Advisory Circular (AC) 90-66A instructs all pilots to comply with the prevailing traffic pattern requirements when making an approach to a landing. While not prohibiting straight-in approaches, pilots doing same are required to be vigilant of other aircraft in the pattern. Did the Malibu pilot have the Aerostar traffic in sight?

The Fourth Link in the Accident Chain

Pilots **MUST** exercise extreme caution when landing or taking off on airports with intersecting runways. This includes aggressively scanning left to right along the intersecting runway when taking off or landing. It was an excellent VFR day. Were both pilots being vigilant?

Then came the BANG!

Proving a basic principle of physics that no two objects can occupy the same space at the same time, the two airplanes collided at the intersection of the two runways. By a miracle of good fortune and skilled evasive maneuvers by the Aerostar pilot, there were no injuries but both airplanes were substantially damaged.

Breaking any link in the accident chain will save the day !

Accident investigators are quick to tell us that seldom does any single factor cause a crash. Instead, aircraft accidents typically result from a series of things gone wrong. This series is called the accident chain.

While the facts leading up to this accident are not all in and the NTSB has not issued its report, we can only surmise what factors contributed to this accident. Did the pilot(s) have all available information before they departed? Were they using current data in their GPSs? Did they conform with the traffic pattern requirements when making their approach to landing. Were they vigilant as they landed on intersecting runways? Had they properly performed at least one of these requirements, this accident would have likely not occurred.

Again . . . training and proficiency . . .

Some of my CFI colleagues are fond of reminding me that pilots are human and, as humans, we are prone to mistakes. I agree. And it is for this reason that even though we are certificated for life to operate airplanes, we all MUST engage in regular recurrent training to maintain our proficiency . . . so as to prevent our human mistakes tendencies from surfacing. Unfortunately, an occasional flight review is not enough! For CFIs, a FIRC (flight instructor refresher course) every two years is a joke! If that's all we do to maintain our proficiency, there is little wonder why we continue to experience our GA fatal accident rate. Yes, Virginia, we do have a problem.

Bob Miller, ATP, CFII

rjma@rjma.com

716-864-8100

CAP And Coast Guard Auxiliary Conduct Joint Training Exercise Over And On Area Lakes

Civil Air Patrol's Raleigh-Wake Composite Squadron and the local flotilla of the U.S. Coast Guard Auxiliary participated in joint search and rescue training at Jordan and Falls Lakes on Saturday, May 19, 2007. This joint training exercise featured the use of CAP aircraft and CGAUX boats in exercises designed to train mission personnel in locating and responding to boaters and other persons in distress at area lakes.

Mission Base for this training activity was the Raleigh-Wake Composite Squadron Headquarters at the General Aviation Terminal, Raleigh-Durham International Airport. Mission Base will open at 8:30 a.m. and the mission will operate until training objectives are completed.

For a number of years the Raleigh-Wake CAP Squadron has flown Sundown Patrols of triangle area lakes beginning Memorial Day and continuing through the Labor Day Weekend. The patrols' purpose is to spot boaters or other persons who may be experiencing difficulty or distress on area lakes, then relay information to local authorities. This year, several upcoming weekend patrols will include coordination with the Coast Guard Auxiliary and will be conducted during peak activity hours as well as at sundown.

The lake patrols have provided an excellent training medium for CAP aircrews and ground support personnel. Now, by coordinating this activity with the Coast Guard Auxiliary, assistance to boaters and others in distress will be expedited. This Saturday, CAP flights will be launched from the General Aviation Terminal at Raleigh-Durham International Airport about 10 a.m. and 2 p.m. One Coast Guard Auxiliary member will fly with each aircrew and CAP members will join the Coast Guard flotilla on the lakes. The aircrews and boat crews will communicate and coordinate on joint rescue activities.

Maj. John Maxfield, Mission Information Officer
Raleigh-Wake Comp. Sqdn.

NTSB Reports

May 09, 2007 in Asheville, NC, Aircraft: Cessna 172S, registration: N924LP, Injuries: 1 Uninjured.

According to the pilot, since the Cessna 172 was “high,” he adjusted the flight controls for a “rapid” descent, and intercepted the visual glideslope on short final. At that point, the flaps were fully deployed, and the throttle at idle. Once over the runway, the pilot flared too “high,” the airplane landed hard, and bounced about four times with each bounce becoming more “violent.” On the last bounce, the airplane touched down nosewheel first, and the propeller struck the runway. The pilot added that there were no problems with the airplane, and that the runway was twice as long, and twice as wide as his home runway, causing him to initiate the landing flare too high.

On May 26, 2007, at 1107 eastern daylight time, a Columbia Aircraft Manufacturing LC42-550FG, N2537A, was destroyed when it impacted several parked airplanes during an aborted landing at Mountain Air Airport (2NC0), Burnsville, North Carolina. The certificated commercial pilot/owner, a pilot-rated passenger, and a second passenger were fatally injured. An instrument flight rules flight plan was filed for the flight, which departed Albert Whitted Airport (SPG), St. Petersburg, Florida, at 0802. The personal flight was conducted under 14 CFR Part 91.

Several witnesses observed the airplane as it approached the airport, and all provided written or verbal statements that depicted a similar series of events. Most of the witnesses were either former or current pilots, or observed operations at the airport on a regular basis.

According to the witnesses, the airplane entered the airport traffic pattern, and transmitted all of the expected radio calls; however as the airplane approached runway 32 it was “high and fast.” The airplane touched down within the first third of the runway and bounced about 10 to 20 feet above the surface. The airplane continued about 300 feet further down the runway and bounced again, in a 20 to 30-degree nose up attitude, and with the speed brakes deployed. The airplane veered left of the runway centerline and the engine sound increased to “full power.”

As the airplane headed toward an embankment off the left side of the runway, it rolled right, and the right wing tip scraped the runway. After traveling up the embankment, the airplane turned back right toward the runway and a row of airplanes parked along the apron that paralleled the runway. The airplane continued across the runway, and impacted two parked airplanes before striking a Cirrus SR-22, deploying its parachute in the process. The accident airplane finally impacted a Cessna 421 before coming to rest. A postimpact fire consumed the accident airplane, the Cirrus, and the Cessna.

Mountain Air Airport was comprised of a single 2,875-foot long by 50-foot wide asphalt runway, oriented in a 14/32 configuration. There was a slope in the runway about mid-field, and the approach end of runway 32 was 50 feet lower than the departure end. A visual approach path device and a windsock were located at the approach end of runway 32. A paved parking apron was located immediately adjacent to the northeast third of the runway. The airplanes struck by the accident airplane were all parked in the row closest to the runway, about 50 feet east of the runway centerline. The airport elevation was 4,436 feet.

Examination of the runway revealed a two rubber deposits, consistent in geometry with the accident airplane’s main landing gear, about 1,400 feet beyond the runway 32 threshold, oriented in a direction about 315 degrees. About 220 feet beyond that point was a white paint transfer mark that arced left, away from the runway centerline. Located about 280 feet beyond the beginning of the paint transfer were three depressions in the turf embankment next to the runway, also consistent with the geometry of the airplane’s landing gear. Several pieces of composite debris, including the nose wheel fairing, were strewn along and around the depressions. The rubber deposits and white paint transfer resumed on the runway just beyond the embankment, and arced in a direction toward where the airplane came to rest. The nose landing gear was separated and found on the runway between the embankment and the parked airplanes.

The first two airplanes struck by the accident airplane incurred minor damage to their forward sections. The Cirrus was skewed about 30 degrees nose right from the nominal parking position, and with the exception of the empennage and both wingtips, was consumed by fire. Its engine was separated from the firewall, and came to rest near the tail of the Cessna.

The accident airplane came to rest inverted, oriented roughly 120 degrees, and occupied the same general area as the Cessna it struck. The accident airplane, as well as a majority of the Cessna, was consumed by a postimpact fire. Flight control continuity was established from the rudder pedals to the rudder horn and from the ailerons to the center section of the cabin. The left speed brake was found in the retracted position. Two of the three propeller blades were melted, while the third exhibited leading edge gouging and chordwise scratching. Crankshaft and valvetrain continuity were established through rotation of the propeller.

PAO Report

CIVIL AIR PATROL MEDIA POLICY

Good media relations benefit the U.S. Civil Air Patrol. When CAP helps the media with the job of gathering and reporting the news, we are also helping communicate CAP's story to the public. Through good media relations, CAP can strengthen community support and attract new members. Providing this kind of assistance also discharges our responsibility as a corporation funded by Congress to be accountable to the public. The foundation of good media relations is the coordination, uniformity, accuracy and timeliness of the information released. Consequently, all requests for information from the media should be directed to the squadron, group, wing or region public affairs officer, CAP National Headquarters Public Affairs or the squadron, group, wing or region commander's designee in the absence of a PAO. CAP National Headquarters Public Affairs provides assistance to all PAOs, as requested, in handling media relations.

Most inquiries by journalists will concern activities that are a matter of public record and that CAP has an interest in promoting. Sometimes, however, reporters will inquire about documents, litigation or personnel matters. The squadron, group, wing or region PAO, CAP National Headquarters Public Affairs or a squadron, group, wing or region commander's designee, all of whom are trained to know how to handle these inquiries, are the coordinating entity for responding to these type media inquiries.

Regarding information requested by the media on cadets, the squadron, group, wing or region PAO complies with federal laws governing cadets' right to privacy. With a cadets' permission, almost any information can be released. However, without a cadet's permission, only the name, rank, hometown and unit may be released. If a media representative contacts individual members with a request for an interview or for information, those members should direct the representative to their respective unit PAO.

In the event there is a request for an interview with national-level leadership, CAP National Headquarters Public Affairs can assist with the coordination and scheduling of requested media interviews. All news releases, public service announcements or other statements to the media regarding CAP events, activities, programs, or members should be released through the squadron, group, wing or region PAO or CAP National Headquarters Public Affairs.

During emergency and disaster relief missions, information should be released in a timely manner to the media through a wing's mission information officer or designated mission base spokesperson. During emergency or disaster relief missions that involve multiple wings and multiple regions, information may also be disseminated to the media at the CAP National Headquarters Public Affairs level.

CAP encourages the release of photos to the media to tell the CAP story. CAP National Headquarters does not require a photo release form to be signed by members who appear in a photo prior to its release to the media if the photo being considered for release was taken in a public setting, e.g., encampment, weekly squadron meeting, etc. The only time a photo release form must be provided is when commercial use of a photo is anticipated, e.g., publication in a book, merchandising, etc. For mission-related photos, PAOs at all levels must consider the sensitivity of the mission and the need to coordinate formal approval for release with the lead agency.

From National CAP HQ website.

Editor's Note (The Wonders of Gmail)

Not long after Google introduced "Gmail" I signed up for what was touted to be a revolutionary form of electronic communication. Since then those computer wizards at Google have never ceased to amaze me. Revolutionary indeed! And better still—it's FREE!

A very important part of the work of a PAO at any level is keeping the members, the media and the general public informed about what is going on or what has been accomplished by your organization. Imagine being able to go to any computer in the world that has Internet access and being able to send out a media release or a message to the various CAP regions, groups or squadrons and not have to depend on your memory of Email addresses—or digging through a notebook and typing them all in on the address line. Gmail does it for you. Here's how it works:

When you first set up Gmail you may import your existing address book from Email programs like **Outlook**. Don't have an organized address book? Then you'll have to start off by typing in your Gmail **Contacts** list. The really neat part is that every time you send an Email to a new address, it is automatically put in **Contacts**. An added feature is that Gmail permits you to edit the contact information.

I have two active Email accounts: Gmail and RoadRunner. RoadRunner is set up on my laptop and home PC using **Outlook**, but I can access it from any other computer but am limited to just sending and receiving Emails without the aid of an address book.

If you weren't aware of it, **Outlook** permits the user to create folders in which you may save Emails by the category of your choice. One folder I use a great deal is **Wing Newsletters**. This is where I store incoming Emailed articles for the next issue of Carolina Wingspan. If you choose, Gmail may also be set up to use (POP) **Outlook**.

An ongoing problem I have with RoadRunner is that my quota is limited and I often get messages saying that I am over quota. And attachments are a problem because large ones are often stripped off or the Email is bounced back to the sender. I currently have nearly 3 GB of storage with Gmail. That'll accommodate a lot of hefty Emails.

There are many more advantages to Gmail—too many to list here. And of course while Gmail is free there is a price to pay. I average 100-150 spam messages a day. The good news is that Gmail has a very effective spam filter. Spam is routed into a **Spam** folder and one click dumps them all.

As I was writing this article, Google informed me that they doubled the size of the attachments I can send and receive from 10 Mb to 20 Mb. That's a lot of photos!

1st Lt Don Penven
Editor, Carolina Wingspan

This article does not constitute an endorsement of any product or service by Civil Air Patrol, and is purely the opinion of the writer.

**WATCH FOR:
PAO BOOTCAMP II - 11AUGUST 2007
Conducted by: 1st Lt. Don Penven**

**PAO BOOTCAMP III - (date to be announced)
Conducted by: Capt. Conrad D'Cruz**

NC Wing Cadet Honor Roll

Congratulations to the following NC wing cadets:

C/Col Jonathan M. Lewis

Fayetteville Composite Squadron, NC-007
United States Air Force Academy, Class of 2011

C/Col David E. Eng

Burlington Composite Squadron, NC-022
United States Air Force Academy, Class of 2011

C/Lt Col Chrishon A. McManus

111th Search and Rescue Cadet Squadron, NC-111
United States Air Force Academy, Class of 2011

C/2d Lt Jonathan M. Brown

Boone Composite Squadron, NC-153
United States Naval Academy, Class of 2011

C/2d Lt Zachary A. Kier

Cunningham Field Composite Squadron, NC-160
Army ROTC 4 year scholarship; Virginia Military Institute, Class of 2011

C/CMSgt Jeremiah L. Spurlock

South Charlotte Cadet Squadron, NC-800
United States Air Force Academy, Class of 2011

C/2d Lt Thomas Robinson

NC-057
Enlisting into Army National Guard, departs for basic training on 13Jun2007.

C/1st Lt Ian Trott

Burlington Composite Squadron, NC-022
United States Air Force Academy, Class of 2011

The North Carolina wing is extremely proud of these outstanding cadets and their accomplishments. It is a great honor for the wing to have eight cadets earn these prestigious appointments in one year. On behalf of the entire wing, we wish you the best of luck as you begin a new and exciting journey.

Eileen L. Kong, Capt, CAP
Director of Cadet Programs
North Carolina Wing

PAO Notes

The purpose of this update is to inform you about two important issues pertaining to the 2007 CAP Public Affairs Officer Academy in Atlanta Aug. 7-8. They are as follows:

- **Academy Web Site Updated** — Excitement is in the air over CAP's 2007 PAO Academy. Check out all that is going on during this incredible two-day program online at · <http://www.cap.gov/paoa>. Posted to the site is the academy agenda, registration information, comprehensive biographies that will introduce you to the national-level presenters who will be featured during this first-ever PAO Academy and a synopsis of each presenter's seminar.

- **2007 Maj. Howell Balsem CAP Public Affairs Awards Competition** — Named in honor of the Air Force major considered by CAP historians to be the first PAO to serve CAP at the national level back in the '50s, the Maj. Howell Balsem CAP Public Affairs Awards competition provides PAOs with the opportunity for recognition of outstanding achievement in a variety of categories. The awards entry information is attached as a Word file. Read the criteria carefully, submit the appropriate materials in accordance with the directions given and remember to attach an entry form to each entry submitted. Winners will be recognized during an awards luncheon on Aug. 7 in Atlanta — and you don't have to attend to be a winner! Good luck! (If you have any trouble opening the file, please contact Jim Tynan at · jtynan@cap.gov or (334) 953-9949 and he will resend it as a plain text file.)

See you in Atlanta!

Jim Tynan
CAP National Headquarters

The revised CAPR 190-1, 4 Jun 07, is posted on the publications page at http://level2.cap.gov/documents/R190_001.pdf.

KAY JOSLIN WALLING, Col, CAP
MER/CC

29610 Tallulah Lane

Easton, MD 21601-6310

phone: 410-819-5977

cell: 410-533-5664

toll free voice mail and fax: 866-230-8766

e-mail: kwalling@goeaston.net

PAOs should note that the Air Force Rescue Coordination Center (AFRCC) has moved and is now located at Tyndall AFB in the Florida panhandle.

Please be sure to edit the standard paragraphs you use in your news releases about how CAP performs 95% of the missions assigned by AFRCC to remove the reference to Langley AFB and insert Tyndall AFB.



2nd Lt. Sam Brandt works the flightline.



L-R: 1st Lt. John May, Capt. Andy Wiggs, Capt. Mary Anne Fleagle



Lt. Col. Linwood Barkley leads safety briefing



NC Wing's newest: The Halifax Composite Squadron based in Roanoke Rapids. Front row left: Officer Bob Johnston, squadron commander.



Mission Base communications team: (L-R) Cadet Noah Hoffer, Cadet Thomas Thorn, Cadet Nate Hertzog.